



**ENVIRONMENTAL PROTECTION AGENCY**

**[EPA-HQ-OAR-2016-0546; FRL – 9388-01-OMS]**

**Information Collection Request Submitted to OMB for Review and Approval; Comment Request; Aircraft Engines – Supplemental Information Related to Exhaust Emissions (Renewal)**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice.

**SUMMARY:** The Environmental Protection Agency (EPA) has submitted an information collection request (ICR), Aircraft Engines – Supplemental Information Related to Exhaust Emissions (EPA ICR Number 2427.06, OMB Control Number 2060-0680), to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act. This is a proposed extension of the ICR, which is currently approved through December 31, 2021. Public comments were previously requested on this ICR renewal via the *Federal Register* on May 7, 2021. This notice allows for an additional 30 days for public comments. An agency may not conduct or sponsor and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number.

**DATES:** Comments must be submitted on or before **[INSERT DATE 30 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER]**.

**ADDRESSES:** Submit your comments, referencing Docket ID No. EPA-HQ-OAR-2016-0546, online using [www.regulations.gov](https://www.regulations.gov) (our preferred method) or by mail to: EPA Docket Center, Environmental Protection Agency, Mail Code 28221T, 1200 Pennsylvania Ave., NW, Washington, DC 20460.

EPA's policy is that all comments received will be included in the public docket without change including any personal information provided, unless the comment includes profanity, threats, information claimed to be Confidential Business Information (CBI), or other information whose disclosure is restricted by statute.

Submit written comments and recommendations to OMB for the proposed information collection within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting "Currently under 30-day Review - Open for Public Comments" or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Cullen Leggett, Office of Transportation and Air Quality, Office of Air and Radiation, Environmental Protection Agency, 1200 Pennsylvania Ave., NW, Washington, DC 20460; telephone number: (734) 214-4514; fax number: (734) 214-4816; email address: [leggett.cullen@epa.gov](mailto:leggett.cullen@epa.gov).

**SUPPLEMENTARY INFORMATION:** Supporting documents, which explain in detail the information that the EPA will be collecting, are available in the public docket for this ICR. The docket can be viewed online at [www.regulations.gov](http://www.regulations.gov) or in person at the EPA Docket Center, WJC West, Room 3334, 1301 Constitution Ave., NW, Washington, DC. The telephone number for the Docket Center is 202-566-1744. For additional information about EPA's public docket, visit <https://www.epa.gov/dockets>.

*Abstract:* This information collection is being conducted by the Environmental Protection Agency's (EPA's) Office of Air and Radiation (OAR) pursuant to section 114 of the Clean Air Act, as amended (CAA or the Act) to assist the Administrator of EPA in developing emissions standards and/or to inform future policy making decisions for aircraft gas turbine engines pursuant to section 231 of the Act.

Under CAA section 231, the EPA is responsible for establishing standards for emissions from aircraft engines, and under CAA section 232, the Federal Aviation Administration (FAA) is responsible for enforcing these standards. The EPA and the FAA traditionally work within the standard-setting process of the International Civil Aviation Organization (ICAO) to establish international emission standards and related requirements, which individual nations later adopt into domestic law in fulfillment of their obligations under the Convention on International Civil

Aviation (Chicago Convention).<sup>1</sup> Historically, international emission standards have first been adopted by ICAO, and subsequently the EPA has initiated rulemakings under CAA section 231 to establish domestic standards that are at least as stringent as ICAO's standards.

The EPA is not proposing to apply this renewed reporting requirement to any additional respondents. For individual gaseous Landing and Take-Off (LTO) test points, the EPA proposes to change reporting from total mass over the test point to emissions index (pollutant mass per unit of fuel burn).

The EPA is also expanding the scope of this ICR to include supersonic aircraft engines in addition to subsonic aircraft engines. When this ICR was established and previously renewed, the only aircraft engines that were in production, in development, or in use were subsonic engines. Thus, the EPA only included subsonic engines and only referred to subsonic test procedures. Yet, standards in 40 CFR part 87 (Control of Air Pollution from Aircraft and Aircraft Engines) apply to both subsonic and supersonic aircraft engines. The EPA is expanding this ICR to apply equally to all engines (subsonic and supersonic aircraft engines) that are required to meet standards under Part 87. The EPA is not expecting any supersonic engines to be certified by the FAA in the three-year period covered by this ICR. However, in the event there are, the EPA wants to ensure it has access to this new emissions information in an expeditious manner so that the agency can understand the environmental impacts and inform any appropriate future standard setting activities under CAA section 231. The inclusion of supersonic engines would not expand the number of respondents; nor would it place any additional burden on the manufactures because the EPA is only requesting data related to standards under Part 87.

*Form Numbers:* EPA Form 5900-223

*Respondents/affected entities:* Aircraft Engine and Engine Parts Manufacturers

*Respondent's obligation to respond:* Mandatory (pursuant to section 114 of the Clean Air Act)

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<sup>1</sup> ICAO, 2006: *Convention on International Civil Aviation, Ninth Edition*, Document 7300/9, 114 pp. Available at: [http://www.icao.int/publications/Documents/7300\\_9ed.pdf](http://www.icao.int/publications/Documents/7300_9ed.pdf) (last accessed March 31, 2021).

*Estimated number of respondents:* 7 (total).

*Frequency of response:* Annual

*Total estimated burden:* 285 (per year). Burden is defined at 5 CFR 1320.03(b)

*Total estimated cost:* \$20,990 (per year), which includes no annualized capital or operation & maintenance costs.

*Changes in Estimates:* There is decrease of 217 hours in the total estimated respondent burden compared with the ICR currently approved by OMB. This decrease is due to one-time start-up costs to conduct nvPM measurements from jet engines that were included in the previous ICR renewal. The initial cost for manufacturers was capital and labor intensive. These one-time costs were incurred in the past 3 years and are not expected to need to be repeated for these engines now that the data has been collected. If manufacturers develop a new subsonic engine with a thrust greater than 26.7kN, the nvPM measurements will need to be verified by the FAA. The introduction of new aircraft engines does not happen on a very frequent basis. The EPA is estimating that each manufacturer may introduce one subsonic engine over 26.7kN over the next three years, for a total of 6 engines (compared to an estimated 33 engines in the previous ICR).

Courtney Kerwin,  
Director, Regulatory Support Division.

[FR Doc. 2021-28253 Filed: 12/28/2021 8:45 am; Publication Date: 12/29/2021]